

Montana and the Sky

Vol. 38, No. 12

MONTANA AERONAUTICS DIVISION

CONFERENCE DETAILS—MANY THINGS YOU

Arrangements have been made for head-line speakers, concurrent sessions, and exhibitors for the fourth Montana Aviation Conference to be held February 17-20, 1988, at the Billings Plaza Holiday Inn.

Headliners include Dan Todd, Vice President for Government and Technical Affairs, AOPA, who will speak at the Thursday kick-off luncheon; Dr. Jerry Cockrell, aviation psychologist, speaker at the Saturday luncheon; and the Voyager Team of Dick Rutan and Jeana Yeager making the presentation of their epic flight at the Saturday evening banquet. Robert L. Donahue, Associate Administrator for Airports, FAA, Washington, D.C., will introduce the FAA Availability Session and speak to Montana Airport Management Association members and others.

A "Flying Friend" seminar is scheduled which will be open to non-pilots only and will be taught by Dr. Cockrell. Panels and educational sessions will include such topics as survival, TCAs and flight following, accident prevention, avionics, flight in Canada, aviation history, aviation medicine, mountain flying, weather, and much more. The Ag Operators Seminar will be held at the Conference as will the Aviation Mechanics Seminar.

The registration fee for the Conference

TION (MATE) IS IN BILLINGS THE SAME WEEKEND.

Meal tickets will be sold separately from the registration. Since the hotel must have meal counts 24 hours in advance, you must pre-register if you plan to attend the Thursday kick-off luncheon. Other meals, with the exception of the Saturday evening banquet, must be purchased 24 hours in advance.

Seating will be limited for the Saturday evening banquet. Because of the popularity

AIRCRAFT REGISTRATION



Administrator's Column

Night Airway Navigation Beacon Lights Being Evaluated. Please read the article elsewhere in this newsletter regarding the cost/benefit survey being conducted on our visual night-lighted airway navigation beacon program. It is important for us to objectively evaluate this program, and your help is needed. I urge you to respond by filling out the questionnaire, which was mailed out with the 1988 pilot registration applications. If you did not receive a survey form, you may get one by contacting our office or by picking one up at your FBO.

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Computer Flight Plan Filing. The Virginia Department of Aviation has entered into a contract with the FAA which will allow a 120-day period to demonstrate the viability of computerized flight plan filing. Although computer access to satellite direct computer weather briefings is presently available, this is the first time the FAA has responded to industry and user persuasion in allowing access to their computer system for the purpose of flight plan filing. Under the existing system, pilots must either access a human briefing which, in many locations entails long, frustrating holds on the telephone; or, at some facilities, a pilot may file his flight plan on a telephone tape recorder, which, in this case, one is never sure that the FAA ever received it. Pan American Weather Systems of Minneapolis, Minnesota, is providing the equipment for the Virginia Department of Aviation demonstration program.

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Altitude Encoding Transponders Required at 14 More Airports. The FAA has added 14 more airports to those requiring altitude encoding transponders, bringing the list to 23. The new airports are: Denver, Cleveland, Detroit, Kansas City, Houston, Honolulu, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis, and San Diego. Nine (9) additional airports are targeted for TCAs, which will include the altitude reporting requirement. These are: Washington's Dulles, Baltimore-Washington, Charlotte, N.C., Orlando, Tampa, Houston (Hobby), Phoenix, Salt Lake City, and Memphis. The FAA is also proposing that all aircraft operating within 30 miles of a TCA be equipped with an altitude encoding transponder.

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FAA's Amnesty Program Gets Blindsided by DOT????. This program was initiated by the FAA to give pilots a period of amnesty until January 1, 1988, to correct their medical exam forms if they had failed to report convictions for drunk driving without any reprisals. After January 1, 1988, the FAA will take action against any pilot who does not properly fill out his medical exam forms. **HOWEVER**, it is now being reported that the DOT may be "blindsiding" the FAA by turning some of these pilots, who came forward believing that what the FAA promised was true, over to the U.S. Justice Department for possible criminal action for lying on federal medical certificates. SO—if you failed to report a DUI on your medical exam form and wish to correct it before January 1, 1988, you may wish to consult an attorney first.

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Loran C. I recently attended a meeting of the National Association of State Aviation Officials during which time we were briefed on the status of the Loran C expansion pro-

AN INVITATION TO AIRCRAFT MECHANICS

By: Fred Hasskamp, Chief Safety and Education Bureau

The 1988 Aircraft Mechanics Refresher Seminar is scheduled to begin Thursday, February 18, 1988, at 10:00 a.m. at the Plaza Holiday Inn in Billings. This year's seminar will be held in conjunction with the Montana Aviation Conference being held February 18-20.

The Federal Aviation Administration Helena office will take part in this, the only FAA IA renewal refresher seminar to be conducted prior to the IA renewal date.

This is an excellent time to discuss those questions and problems which have come up during the past year and find out what's new in the world of aviation.

We'll be looking forward to seeing you there.

CALENDAR

Feb. 18-21—1988 Montana Aviation Conference, Billings.

Feb. 18-21—Aviation Mechanics Refresher Seminar, Billings.

Feb. 26-28—Flight Instructor Refresher Clinic, Helena.

June 13-July 1—Aviation/Aerospace Teacher Workshops.

July 22-24—Family Fly-In Expo, West Yellowstone.

July 29-Aug. 5—EAA Convention, Oshkosh, Wisconsin.

Sept. 16-18—Mountain Search Pilot Clinic, Kalispell.

Oct. 7-9—Montana Flying Farmers Convention, Glasgow.

Important Deadline: Aircraft registration is due NO LATER than March 1. The law will be strictly enforced, and the penalty is severe—five times the fee plus the fee.

NOTAM for the Olympics

The Aeronautics Division has received a NOTAM from Transport Canada regarding the Olympic Games. The NOTAM covers a period from January 30 to March 2, 1988.

In part, the NOTAM states: "The 1988 Winter Olympic Games in Calgary will involve extensive aircraft operations in the Calgary area, and between Calgary, Mount Allan, and Canmore/Banff.

"CLASS F RESTRICTED CONTROLLED AIRSPACE: For safety and security reasons Class F restricted airspace (CYR) will be designated over the Olympic Village and competition sites as depicted on the attached map.

"This airspace will extend from the surface to 11,000' ASL over Mount Allan and

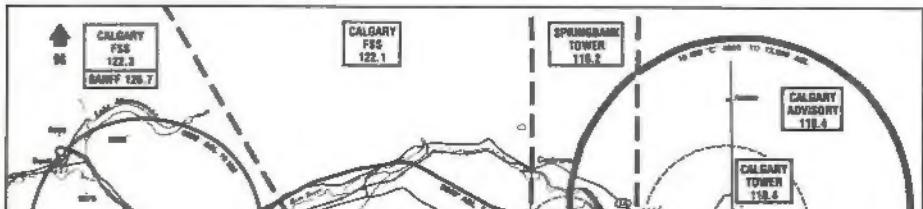
from the surface to 8,000' ASL in all other areas.

"TIME: Continuous from 0700 MST January 30 to 2300 MST March 2, 1988.

"ATC authorization will be required to enter this restricted airspace."

The Montana Aeronautics Division has a supply of copies of the complete NOTAM, which we will be happy to provide to anyone requesting it. Just call the Division at 444-2506.

The Division has also been provided with an information packet from Transport Canada with general information about flying in Canada. This packet includes the above NOTAM along with other general information.



RUTAN/YEAGER TO ADDRESS CONFERENCE



On the morning of December 14, 1986, Dick Rutan and Jeana Yeager took off on their history-making flight in the Voyager. Nine days, three minutes, and forty-four seconds after take-off, they set the storm battered Voyager down on the dry lake bed at Edwards Air Force Base in California, successfully completing their non-stop, non-refueled circumnavigation of the globe.

On Saturday evening, February 20, the team will address the banquet at the fourth Montana Aviation Conference. Their presentation, entitled "The Voyager: One World, One Flight," is a multimedia presentation that recreates their world record-breaking flight.

Richard "Dick" Glenn Rutan was born on July 1, 1938, in Loma Linda, California, the eldest of three children. On his 16th birthday, he received his pilot's license as well as his driver's license. After graduation from high school in Dinuba, California, Dick joined the Air Force Aviation Cadet

operation commonly known as the "Misty's." While on his last strike reconnaissance mission over North Vietnam in September of 1968, he was hit by enemy ground fire and forced to eject from his burning F-100 and was later rescued by the Air Force's "Jolly Green" helicopter team.

Before retiring from the Air Force in 1978, Lt. Col. Rutan had been awarded the Silver Star, five Distinguished Flying Crosses, 16 Air Medals, and the Purple Heart.

After retirement, Dick joined his brother Burt as production manager and chief test pilot at Rutan Aircraft Factory. He flew the test flight development on the Defiant, the Beech Starship Proof of Concept Prototype, the European Micro Light, the T-46 Scaled Demonstrator for Fairchild Aircraft, and the Long-EZ, in which he set numerous individual world speed and distance records. In 1982, Rutan was awarded the Louis Bleriot Medal by the Federation Aeronautique Internationale in recognition of these record flights.

Jeana Lee Yeager was born on May 18, 1952, in Fort Worth, Texas. Most of her early years were spent in Garland, Commerce, and Houston, Texas, where she developed her love of horses. She became an expert rider, training quarterhorses at the early age of 10.

In 1977, Jeana moved to Santa Rosa, California, where she continued studying the fields of energy, aerospace design, and commercial engineering draftsmanship. For several years she worked in engineering and administration for Thermogenics, Inc., a geothermal firm, and then for Robert Truax's Project Private Enterprise, aimed at developing a reusable spacecraft for the private sector.

That same year, Jeana learned to fly planes as a first step toward piloting helicopters. She soon broke and set a half-dozen new FAI and NAA world records for speed and distance in Vari-Ezes and

DONAHUE TO ATTEND CONFERENCE



Robert L. Donahue was appointed Associate Administrator for Airports of the Federal Aviation Administration on November 2, 1985, after having served as director of the Division of Aeronautics for Illinois for nearly seven years. Prior to public service, he was chairman of a mortgage banking firm in Chicago and also was an industrial real estate developer.

Donahue's interest in aviation goes back to 1938 when he had his first airplane ride. During World War II he volunteered for service in the U.S. Army Air Corps where he received his pilot training. He was a member of the Illinois Air National Guard from September 1947 until his retirement as a colonel in July 1968. In addition to his service in World War II, he served for two years during the Korean War.

Donahue has been recognized in Illinois and nationally for his role in the advancement of aviation, both from the standpoint of commercial and general aviation.

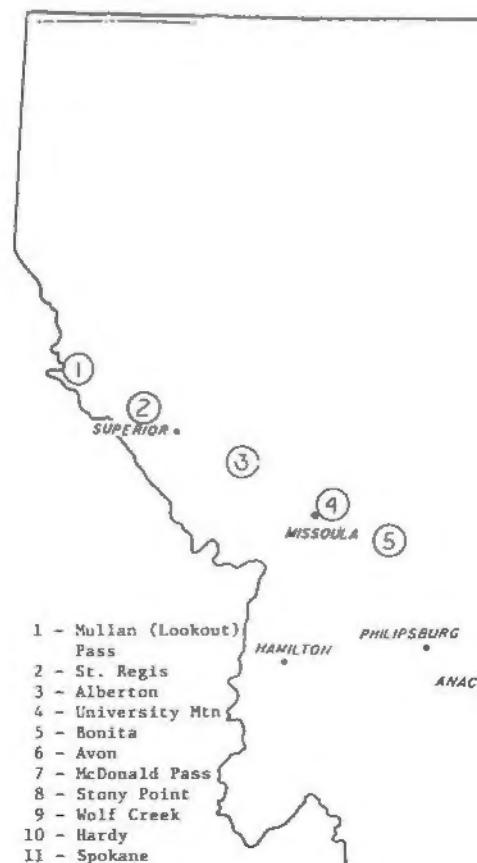
Donahue will introduce the FAA Availability Session (formerly the FAA Listening Session) and will speak to the Montana Airport Management Association during the Conference.

VISUAL NIGHT AIRWAY NAVIGATION BEACONS

As part of its ongoing review of the Aeronautics Division programs and the costs involved with them, the Aeronautics Board has begun an in-depth cost/benefit review of the visually lighted airway night navigation beacons owned and operated by the Division.

The Division has just recently completed a cost study of the beacon program, including repair and maintenance, labor, and utility costs.

The next step in the study is to survey pilots in the state to determine the usage of the beacons and their importance to those who fly at night.



- 1 - Mulian (Lookout) Pass
- 2 - St. Regis
- 3 - Alberton
- 4 - University Mtn
- 5 - Bonita
- 6 - Avon
- 7 - McDonald Pass
- 8 - Stony Point
- 9 - Wolf Creek
- 10 - Hardy
- 11 - Spokane

BUTTE HIGH SCHOOL BEGINS AVIATION SCIENCE CLASS



A new course offering at Butte High School is an aviation science class. This is the first year the class has been offered. The course is being taught by Bob Conklin, a Butte teacher and former Aerospace Teacher Workshop Director for the Aeronautics Division. Conklin recently brought his class to Helena for a career awareness tour at the airport. Their tour included, besides the Division, visits to the National Weather Service, the Helena Control Tower, the Vo-Tech Aviation Maintenance facilities, and orientation flights. The photos above show the students at the National Weather Service, explained by Mike Ford (white shirt) and Jack Poone (plaid), and at the Helena Vo-Tech where Hal Keilmann is explaining

TENTATIVE SCHEDULE — AVIATION

WEDNESDAY, FEBRUARY 17

Evening

Ag Operators Dinner

THURSDAY, FEBRUARY 18

Morning

Ag Operators Seminar

Mechanics Seminar

Luncheon

Kick-Off Luncheon Speaker: Dan Todd, Vice President for Government and Technical Affairs, AOPA
Special Recognition Luncheon

Afternoon

Ag Operators Seminar

Mechanics Seminar

Concurrent Sessions

MATA Meeting

FRIDAY, FEBRUARY 19

Morning

Mechanics Seminar

Concurrent Sessions

Aerospace Education Symposium

Luncheon

In the Exhibit Area—Free to Conference Registrants

Afternoon

FAA Availability Session

Flying Friends Seminar for Non-Pilots

Concurrent Sessions

Aerospace Education Symposium

MATA Meeting

Evening

Hospitality Hour in Exhibit Area

MONTANA AVIATION CONFERENCE — FEBRUARY 17-19, 1982

Mail to:

Montana Aviation Conference
Box 5178
Helena, MT 59604

Name(s) of Participant(s) _____
(to be printed on name tag)

Address _____

Phone _____ Organization Affiliation (for name tag) _____

PLEASE MAKE THE FOLLOWING RESERVATIONS (tickets for the Saturday evening registration fees and other meals may be reserved but paid upon arrival):

Registration fee _____

@ 25

@ \$35

Canadian Maps Available

The British Columbia Aviation Council has available B.C. Air Facilities maps for those contemplating trips to British Columbia.

Contact the British Columbia Aviation Council, #304 - 4160 Cowley Crescent, Richmond, B.C. V7B 1B8 or phone 604-278-9330 to order maps or obtain more information.

NEW UNICOM

Don's Aero Spray, located on the Dawson Community Airport, Glendive, will be operating a new unicom with the frequency of 123.5 MHz.

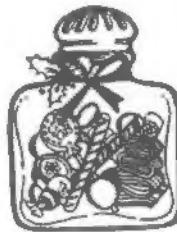
AIRPORT NEWS

By: Jerry Burrows
Aviation Representative

The Hirschy-Jackson Airport located four miles north of Jackson is permanently closed.

This action was taken by the Beaverhead Airport Board earlier this year.

A new airport is being developed near Wise River and should be usable within the next year or two. We will keep you posted.



MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION

PURPOSE—"To foster aviation, as an industry, as a mode of transportation of the national defense; to join with the Federal Government and other g advancement of aviation; to develop uniform laws and regulations; and to mutual aid among the several states."



December 1987

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